

DUBLIN BAY (MUGLINS ROCK).

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RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;—*per*,

COPY "of CORRESPONDENCE between the Board of Trade and the Commissioners of Irish Lights or the Corporation of Trinity House, in reference to the Necessity of a BEACON on the MUGLINS ROCK, at the Southern Entrance to DUBLIN BAY."

Board of Trade, }  
7 March 1877. }

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EDWARD STANHOPE.

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(*Mr. Sullivan.*)

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*Ordered, by The House of Commons, to be Printed,*  
8 March 1877.

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COPY of CORRESPONDENCE between the Board of Trade and the Commissioners of Irish Lights or the Corporation of Trinity House, in reference to the Necessity of a BEACON on the MUGLINS ROCK, at the Southern Entrance to DUBLIN BAY.

— No. 1. —

(H. 9160.)

Trinity House to Board of Trade.

Sir,

I AM directed to transmit, for the information of the Board of Trade, the accompanying correspondence which has passed between the Commissioners of Irish Lights and this Board relative to a proposal by Admiral Sir J. W. Taitton to place a beacon on the Muglins Rock for the better marking of the Burford Bank entrance to Dublin Bay, from which it will be seen that the Elder Brethren have, on the application of the Commissioners, notified their statutory sanction to the placing of the beacon in question.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Trinity House, London, E.C.,

29 December 1875.

I am, &c.  
(signed) *Robin Allen*

Enclosure 1, in No. 1.

Gentlemen,

HAVING experienced some difficulty when entering Dublin Bay with the Reserve Squadron, on a clear day, in making out the clearing mark for the south end of the Burford Bank (Dalky Tower is one with the Muglins, W. by S.  $\frac{1}{2}$  S.), in consequence of the Muglins being nearly the same colour as the background of Dalky Island, I would suggest that a small obelisk or beacon, painted red and white to form a contrast, should be placed on the Muglins, so that a stranger may easily distinguish when the mark is on.

I have, &c.  
(signed) *J. W. Taitton.*  
Vice Admiral.

The Commissioners of Irish Lights,  
Kingstown.

Enclosure 2, in No. 1.

Irish Lights Office, Westmoreland-street,  
Dublin, 14 December 1875

Sir,

I AM to forward herewith copy of a communication from Vice Admiral Sir J. W. Taitton, R.C.B., calling the attention of the Commissioners to the desirability of placing a small obelisk or beacon on the Muglins Rock, for the purpose of making out the clearing mark for the south end of the Burford Bank (Dalky Tower is one with the Muglins, W. by S.  $\frac{1}{2}$  S.). I am to state the Board concur with the suggestion, and would recommend a moderate-sized plain beacon, painted white, and would request the sanction of the Trinity Board, should the Elder Brethren so approve.

The Secretary,  
Trinity House, London.

I am, &c.  
(signed) *W. Lee.*

Enclosure 3, in No. 1.

Trinity House, London, E.C.  
29 December 1875.

Sir,  
HAVING laid before the Board your letter of the 14th instant, with its enclosure from Admiral Sir J. W. Turtleton, suggesting that a small beacon be placed on the Maglins Rock for the better marking of the Burford Bank entrance to Dublin Bay, and stating that the Commissioners concur with this suggestion, and request the sanction of this Corporation to the erection of a beacon as proposed, I am directed in reply to acquaint you that the Elder Brethren approve, and hereby notify their statutory sanction to the establishment of the beacon in question.

The Secretary,  
Irish Lights Office, Dublin.

I am, &c.  
(signed) *Robin Allen.*

— No. 2. —

(H. 9160.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
7 January 1876.

Sir,  
THE Board of Trade have received from the Corporation of Trinity House some correspondence which has passed between them and the Commissioners of Irish Lights on the subject of the placing of a small beacon, painted white, on the Maglins Rock, from which it appears that the Elder Brethren have given their statutory sanction to the proposal of the Commissioners.

The object of the Commissioners in proposing this beacon would appear to be entirely with a view of making some effective distinction between Maglins Rock and Dalkey Tower when in use as a clearing mark for the south end of the Burford Bank, and on this assumption I am to suggest whether this object might not be equally well attained, and probably in a more expeditious and economical manner, by simply whitewashing the eastern face of the Rock, renewing the coating from time to time as required.

Should the Commissioners however be of opinion that this would not be sufficient for the purpose, a further suggestion presents itself, namely, whether a conspicuous and effective mark might not be readily made by placing upon the Rock a round target or disc painted white.

The Board of Trade before proceeding to consider the question would be glad to be favoured with any observations which the Commissioners may have to offer on the above suggestions.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 3. —

(H. 1720.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 28 February 1876.

Sir,  
REPLYING to your letter of the 7th ultimo, offering certain suggestions for marking the Maglins Rock, for which object the statutory sanction of the Elder Brethren has been received for erecting a small beacon thereon, their Lordships pointing out whether this danger might not be more expeditiously and economically marked, by either whitewashing the Rock, or by placing upon it a round target or disc painted white, I am in reply to transmit copy of report from the  
Inspector

Inspector of Lights, to whom your letter was referred, expressing his opinion that the small beacon recommended would answer the purpose better, as applied for by Vice Admiral Sir J. W. Taitton, R.N., and the Commissioners, having given the subject further consideration, concur with the Inspector, and beg leave to reiterate their former recommendation that a small beacon be placed on this Rock.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *H. Lees.*

Enclosure in No. 3.

Irish Lights Office,  
25 February 1878.

Sir,  
With reference to Board of Trade's letter, 7th January 1878, I am of opinion that to distinguish the Muglins from Dalkey Island, as a mark for clearing the Barford Bank, to whitewash the Rock would not be a very effective means, as the constant beating of the sea over it would wash off and discolour the whitewash.

With regard to the other proposition, of painting a large white target on the Rock, this might be more effective (if it could be so painted as not to be washed off) for this end purpose in the day time; but the beacon would answer this purpose better, and also would be a good mark at night for vessels rounding the Muglins when coming from the southward, inside the banks.

The Secretary,  
Commissioners of Irish Lights.

I remain, &c.  
(signed) *Gen. Digby Morant,*  
Inspector of Lights.

— No. 4. —

(H. 1720.)

Board of Trade to Trinity House.

Board of Trade (Harbour Department),  
Whitshall Gardens, S.W.,  
6 March 1878.

Sir,  
REFERRING to your letter of the 29th December last, forwarding correspondence which had passed between the Corporation of Trinity House and the Commissioners of Irish Lights relative to the proposed placing of a beacon pillar on the Muglins Rock for the better marking of Barford Bank, Dublin Bay, I am directed by the Board of Trade to state that having now received (in answer to a letter from this office) a communication from the Commissioners of Irish Lights explanatory of their recommendation, and urging the employment of a beacon in preference to less expensive methods of marking the Rock, they hereby signify their statutory sanction to the erection of the beacon as proposed.

The Secretary, Trinity House.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 5. —

(H. 1720.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitshall Gardens, S.W.,  
6 March 1878.

Sir,  
REFERRING to your letter of the 28th ultimo, conveying, in reply to mine of the 7th January, the further observations of the Commissioners of Irish Lights on the means to be adopted to mark the Muglins Rocks, I am now directed by

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the Board of Trade to state that they have this day signified to the Corporation of Trinity House their statutory sanction to the placing of a small obelisk or beacon on the Rock as proposed, and I am to request that you will move the Commissioners to favour the Board with an estimate of the expense.

I am, &c.  
(signed) C. Cecil Trevor.

The Secretary,  
Commissioners of Irish Lights, Dublin.

— No. 6. —

(H. 3828.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 11 May 1876.

Sir,  
With reference to your letter of the 6th March last, I am directed by the Commissioners of Irish Lights to forward herewith, for the approval of the Board of Trade, a design, prepared by their engineer, for a beacon on the Muglins Rock, Dublin Bay, together with estimate of cost of erection of same, amounting to 309 l.

I am, &c.  
(signed) Owen Armstrong,  
for Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 6.

Sir,  
As directed, I beg leave to submit a modified plan for a beacon on the Muglins Rock. The expense of erection I estimate approximately as follows, viz.:—

|                           |        |
|---------------------------|--------|
| Excavation - - - - -      | £.     |
| Masonry - - - - -         | 10     |
| Boatage - - - - -         | 144    |
| Superintendence - - - - - | 75     |
| Scaffolding - - - - -     | 20     |
|                           | 30     |
|                           | 270    |
| Contingencies - - - - -   | 30     |
|                           | £. 309 |

Three hundred and nine pounds.

I am, &c.  
(signed) John S. Stieve.

The Secretary,  
Commissioners of Irish Lights.

— No. 7. —

(H. 3828.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department).  
Whitehall Gardens, S.W.,  
22 May 1876.

Sir,  
I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 11th instant, transmitting a design and estimate for the beacon proposed to be placed on the Muglins Rock, and requesting their sanction to an expenditure for the purpose, of 309 l.

I am now to state that the Board consider that the proposed structure has been designed, and the estimate framed, on a scale quite out of proportion to the actual needs of the case.

They are advised that, for the clearing mark required, all that is necessary is a whitish face perpendicular to the line formed by the Rock and the Dalkey Tower;

Tower; and it at for such an object the dimensions of 10 feet by 10 feet (instead of 20 feet by 12) would be ample.

There is no necessity for the mark to show conspicuously in any other direction, and it is believed that a simple disc faced with white glazed tiles to obviate the use of paint, supported on an inexpensive frame, would fulfil all that is required of it. The circular form is needlessly expensive.

They will be glad to receive a reduced estimate for the work, which should be framed on as economical a basis as possible.

The Board have seen with some astonishment that the item of heatage is estimated at one-fourth of the entire estimate.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) C. Cecil Trevor.

— No. 2. —

(H. 4662.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 13 June 1874.

Sir,

I AM instructed by the Commissioners of Irish Lights to forward herewith, as requested, an estimate, amounting to 278 l. 1 s. 3 d. for the erection of a beacon on the Muglins Rock, prepared by the engineer in accordance with the directions of the Board of Trade, as contained in their letter of the 22nd ultimo.

In transmitting this estimate, I am, however, to state that in the opinion of the Commissioners no structure of smaller dimensions than that for which plans and estimate were forwarded in my letter of the 11th ultimo, will effectually meet the requirements of the present case, and that in seeking for tenders for its erection the Commissioners will use every exertion to ensure economy.

I am, &c.  
(signed) W. Lees,  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 8.

Sir,

Irish Lights Office, Dublin, 8 June 1874.

I HAVE read letter from Board of Trade of 22nd ultimo, on the subject of a beacon on the Muglins Rock, giving certain dimensions of a clearing mark which their Lordships are advised is all that is necessary for the purpose, and which having been referred to me to submit an estimate, as requested, I beg to do so as follows, viz. :—

|  | s. | d. | £. | s. | d.      |
|--|----|----|----|----|---------|
| Beacon of rubble masonry, 10 x 10 x 10 = 1,000 cubic feet = 37 cubic yards | -  | -  | 30 | -  | 99 10 - |
| 12½ cubic yards excavation   | -  | -  | 7  | 6  | 4 13 9  |
| 40 feet basal quoins   | -  | -  | 8  | -  | 0 - -   |
| 220 tiles, white-faced 6 inches square                                     | -  | -  | 1  | -  | 11 5 -  |
| Fixing same, including cramps, cement, and carriage                        | -  | -  | 6  | -  | 5 12 6  |
| Scaffolding, derrick for landing, cordage and blocks                       | -  | -  | -  | -  | 50 - -  |
| 40 trips, boat (man, 6, at 3 s. 6 d.; boat, 7 s.)                          | -  | -  | 28 | -  | 60 - -  |
| 9 weeks, foreman, including lodgings, &c.                                  | -  | -  | -  | -  | 20 - -  |
|  |    |    |    |    | 259 1 3 |
| Contingencies  | -  | -  | -  | -  | 20 - -  |
|  |    |    | £. |    | 279 1 3 |

Two hundred and seventy-eight pound one shilling and three pence.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) John S. Sloane.

— No. 9. —

(H. 4662.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
 Whitehall Gardens, S.W.,  
 21 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 13th instant, enclosing, with reference to mine of the 22nd ultimo, a second estimate, amounting to 278*l.*, for the proposed beacon on Muglin's Rock.

In reply I am to state that, observing with regret that the expense proposed to be incurred for this work is still quite disproportionate to its importance, the Board of Trade are obliged to decline to accord their approval to the estimate in question.

The Secretary,  
 Commissioners of Irish Lights.

I am, &c.  
 (signed) *C. Cecil Trevor.*

— No. 10. —

(H. 5655.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
 Dublin, 29 July 1876.

Sir,

IN reference to the Board of Trade's letters, of the 22nd May and 21st June 1876, I am directed by the Commissioners of Irish Lights to state that they had several applications for a lighthouse, and not a beacon, on the Muglins, in consequence of the great number of wrecks on that Rock.

The late Harbour Master of Kingstown, when applying for a light, furnished particulars of 11 ships wrecked during his time, and one since he retired, *i. e.*, on the 21st March last.

The Commissioners did not ask the Board of Trade for a lighthouse, on account of the large expense, but recommended a beacon, as suggested by Admiral Farleton, and which, in their opinion, should be of such a size as would form the base of a small lighthouse, should it be deemed right hereafter so to convert it; but, yielding to the suggestions of the Board of Trade, they had estimates for a smaller beacon, at an estimated cost of 309*l.*, prepared, and are still of opinion that nothing less will satisfy the requirements of the trade. They are of opinion that if the mere marking of the south end of the Burford Bank was the only object to be gained, it might do to have a white mark on the face of the Rock, and, therefore, might hesitate to press on the Board of Trade the expense of erecting a beacon; but when it is considered that this beacon is wanted to warn mariners off the Rock, where there have been so many vessels wrecked, they feel that the Board of Trade only require this circumstance to be plainly brought before them to ensure their sanctioning an expenditure which will carry out the object for which it is asked, *viz.*, the saving of shipwreck and human life; and having thus placed their ideas before the Board of Trade, they feel that in so doing they have relieved themselves of all responsibility, in case of any future accidents, attended with either shipwreck or loss of life.

I am, &c.  
 (signed) *Owen Armstrong,*  
*for Secretary.*

The Assistant Secretary,  
 Harbour Department, Board of Trade,  
 London.



— No. 11. —

(H. 5655.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

1 August 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 24th ultimo, further on the subject of the proposed beacon on the Muglins Rock, and, with reference to its second paragraph, I am to request that the Commissioners of Irish Lights will favour the Board with the names, dates, and circumstances of the 12 wrecks there alluded to.

I am, &amp;c.

(signed) C. Cecil Trevor.

The Secretary,  
Commissioners of Irish Lights.

— No. 12. —

(H. 5221.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 19 August 1876.

Sir,

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 1st instant, requesting to be furnished with the names, dates, and circumstances of the 12 wrecks stated to have occurred in the vicinity of the Muglins Rock, Dublin Bay.

In reply, I am to forward herewith, for the information of the Board of Trade, a letter received from Captain Hutchinson, R.N., who, for a period of upwards of 50 years, filled the position of Harbour Master at Kingstown, giving such particulars of the wrecks as lay in his power, together with a further letter from that gentleman, bringing to notice the more recent loss of the schooner "Favourite," in March 1876.

I am to add that, with a view to ascertaining the dates upon which the casualties occurred, the Commissioners caused a communication to be addressed to the Collector of Customs at this port, with the hope that, in his capacity as Receiver of Wreck, he might be able to afford the required information, but, as will be seen by the accompanying reply, he is unable to do so, except in three instances, the Collectors of Customs not being the Receivers of Wreck prior to 1855.

The enclosures being in original, I have to request they may be returned.

I am, &amp;c.

(signed) W. Lees, Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure 1, in No. 12.

Sir,

Kingstown, 18 February 1878.

I am to acknowledge the receipt of your letter of the 12th instant relative to my suggestion on the desirability of placing a lighthouse on the Muglins Rock, Dublin Bay. I shall have much pleasure in affording the Commissioners of Irish Lights all the information in my recollection, from a long residence in the locality.

Unfortunately the names of vessels, their tonnage, and the year the wrecks took place were not recorded by me.

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1. The first was that of a schooner laden with bar iron, which struck at night on the south side of Muglin's, and sunk on the ledge at that side. Mr. G. Dreror, Commissioner of Ballast Office, also Agent for Lloyd's, employed me to superintend the recovery of some part of the cargo on low tides.

2. The next was a steamer from Cork; she ran stem on, and stove-in her bow, and she was fortunately built in compartments, and was got off.

3. The third case was a most providential escape. The Kish Lightship, in a violent E.S.E. gale, during the night drove on the Muglin's, and brought up so close, that at daylight seeing her dangerous proximity, I went out in a pilot-boat; her stern was so near I had only space to pass between her and the rock, as it was necessary to speak the vessel.

4. The last case in my recollection was a small sloop wrecked against the Muglin's; the crew of two men climbed up on the rock and were saved; their vessel sunk.

I consider a light on the Muglin's would be a fine guide for ships that would come into the Bay, through the channel indicated on the chart, by lightship at Codling Bank, showing a wide passage of three miles between it and India Bank, with great depth of water, and I am surprised pilots do not use this course with south winds.

If a lighthouse was fixed on this rock, in days a steam whistle placed there would be a vast service to the mail steamers that grope about the Bay to ascertain their position and the entrance of Kingstown Harbour.

I have, &c.

(signed) Wm. Hutchison, Commander R.N.  
(H.M. Harbour Master).

Wm. Lees, Esq.

P. S.—Denis Mooney, late master of pilot-boat, and pilot forty years, remembers seven vessels striking the Muglin's.

Two Wexford vessels struck; were lost.

One brig from Cumberland struck and lost; he was one of life-boat's crew who took the crew from her.

A steamer struck and foundered.

A vessel struck and lost her forefoot.

One trawler from Ringsend struck and was lost.

A schooner four years since was lost.

#### Enclosure 2, in No. 12.

Sir,

Kingstown, 22 March 1876.

I beg to report another wreck on the Muglin's Rock on last night at 10 o'clock. Her name is the "Favorite," of Wexford, 74 tons, laden with malt. The vessel has sunk; crew of five men saved. The weather moderate and clear. Wind, W.S.W.

Yours, &c.

(signed) Wm. Hutchison.

W. Lees, Esq.

#### Enclosure 3, in No. 12.

Sir,

Custom House, Dublin, 18 August 1876.

With reference to your letter of the 16th instant, No. 1948, I beg to inform you that Collectors of Customs were not Receivers of Wreck prior to 1855, and that the depositions respecting loss of ships made here from that year to April 1867 cannot be traced.

The particulars of those made since the latter date, so far as they relate to the vicinity of the Muglin's Rock, are enclosed; but as a deposition is not made in every case of wreck, and a register of such cases is not kept at the port, I would suggest a reference on the subject of your inquiry to the Board of Trade, who have a "Wreck Register" compiled from the reports of the Coast Guard and Customs officers.

I am, &c.

(signed) D. Colquhoun,  
Receiver of Wreck.

The Secretary,  
Office of Irish Light.

## Enclosure 4, in No. 12.

RETURN of WRECKS which have occurred in the vicinity of the MUGLINS ROCK, and which can be traced in the Wreck Records at the Port of Dublin (from April 1867 to this date).

| NAME of Vessel, and Where of | Date of Casualty. | Circumstances.  |
|------------------------------|-------------------|---|
| "Betsy," of Falmouth         | 30 Dec. 1869      | Voyage from Pembryn to Waterford; cargo, coals.—A gale from S.S.W. made her run for Kingstown Harbour; weather thick and hazy. Made Wicklow Head Light at 4 p.m., and at 9 p.m. the "look-out" shouted "rocks ahead"; ported helm, but vessel immediately struck Muglins Rock, and sunk in deep water; crew saved in own boat.  |
| "Adaran," of Aberystwith     | 18 Mar. 1874      | Voyage from Faversham to Dublin; cargo, cement.—Weather thick; fresh breeze from W., flood tide; vessel heading N.N.W.; saw Bailey Light about 7 miles distant; took soundings at 11.45 p.m., and found 18 fathoms; weather cloudy; heavy rain, and light as well as land invisible. Vessel struck on the south point of Muglins Rock, and became a total wreck; crew saved in ship's boat. |
| "Favorite," of Wexford       | 20 Mar. 1870      | Voyage from Wexford to Dublin; cargo, malt.—Weather fine; light breeze from W.S.W. When arrived off Killiney Bay, at 6.30 p.m., master gave charge of vessel to pilot, and after showing him the Kish, Bailey, and Poolbeg Lights, left the deck. At 10 p.m. vessel struck on south-west side of Muglins Rock, and became a total wreck; crew saved in ship's boat.                         |

Custom House, Dublin,  
18 August 1876.

## — No. 13. —

(H. 6221.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.  
4 September 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th ultimo, enclosing, in reply to the letter from this department of the 1st ultimo, further particulars with reference to casualties at the Muglins Rock.

The Board now desire me to state that they are advised that the proposed beacon would not be of any material service in the prevention of casualties, inasmuch as the Muglins Rock is not a low rock, but stands 30 feet above high water of spring tides, and is steep on its seaward side.

It would appear, therefore, that if such an object is not already sufficiently visible, no appreciable increase of visibility would be conferred on it by a beacon.

The Board would also observe that the Muglins is situated close to several lights; only five miles from the Kish floating light, five and a quarter from Howth Bailey, and but two and a half miles from Kingstown.

As regards, however, the latter light, which is cut off about two-thirds of a mile outside the Muglins, to clear it, the Board would suggest, for the consideration of the Commissioners of Irish Lights, that it would be a great improvement, and would do much towards the prevention of casualties in this vicinity, if instead of the present arrangement, which the Board regards as objectionable, a

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strong sector of fixed light were thrown from Kingstown Light a half-mile or one third of a mile outside the Muglin to the land's end.

Adverting to the proposal which had presented itself to the Commissioners to place a lighthouse on the rock, I am to observe that even a small lighthouse in such a position (which would be a rock station) would be costly, and that the circumstances do not seem to warrant the expense. The omission of the Commissioners to bring forward the subject, prior to the communication of Admiral Sir Walter Farleton, would lead to the conclusion that they themselves then entertained a similar view.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *Henry G. Calcraft.*

— No. 14. —

(H. 1321.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 12 February 1877.

Sir,  
With reference to previous correspondence on subject of marking the Muglin Rock, but more particularly to the suggestion contained in your letter of the 4th September 1876, that such should be effected by throwing a strong sector of fixed light from Kingstown East Lighthouse, a half mile or one-third of a mile outside the Muglin, to the land's end, I am directed by the Commissioners of Irish Lights to forward herewith, for the information of the Board of Trade, copy of a report by the Inspector of Lights, also copy of one by the engineer to whom the subject was referred, from which it will be observed that those officers have stated that the suggestion of the Board of Trade can be carried into effect without raising upon the present tower on Kingstown East Pier, but that it will necessitate the substitution of a 3rd Order Dioptric apparatus for the present catoptric apparatus, the cost of which Mr. Slesane estimates approximately at 650 £.

The Commissioners of Irish Lights, however, desire me to again express their decided opinion that, even if this mode of marking the Muglin by night is carried into effect, it will still be necessary that a beacon of the size already pressed for in our letter of the 24th July last, should be erected on the rock to mark it by day.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *W. Lees,*  
Secretary.

Enclosure 1, in No. 14.

Irish Lights Office, Westmoreland-street,  
Dublin, 1 February 1877.

Sir,  
In compliance with the Board's order dated 12th ultimo, I proceeded to Kingstown East Lighthouse, and have also consulted with Mr. Slesane, and am still of opinion that, with the present arrangement of lighting at that station, the proposed red light cannot be effectually thrown over the Muglin, as stated in my report of the 10th January, as the lights would necessarily be so close to each other that they will blind; and Mr. Slesane and I are of opinion that to effectually carry my proposal out, it is not essential to raise the tower, but it would be necessary to replace the revolving catoptric light now exhibited there, by a dioptric light of the third order, making it quick intermittent, about five seconds bright and two dark, and from the present limit round north to a bearing from the lighthouse of S. E. by S.  $\frac{1}{2}$  S., a quarter of a mile outside the Muglin, the light to be outside white, and from that bearing into the land red.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *George Digby Morant,*  
Inspector of Lights.

## Enclosure 2, in No. 14.

Irish Lights Office, Westmoreland-street,  
Dublin, 1 February 1877.

Sir,

WITH reference to alteration of lights of the East Pier of Kingstown Harbour, so as to have a sector of coloured light in a certain azimuth in direction of the Muglins Rock, I beg to report that it is possible to have a distinctive light from the lantern on the east pier without raising the tower, by substituting a 3rd order dioptric light for the present catoptric, having a screen of red glass with vertical prisms to intensify and cut the light sharply in the required direction. The main apparatus may be either of the kind known as intermittent, or scintillating (Fanal scintillation in the French lights), easily actuated by simple clock work, and not interfering with the red sector.

The cost would be about,

|                                       | £.  | s. | d. |
|---------------------------------------|-----|----|----|
| For main apparatus, 3rd order - - - - | 350 | -  | -  |
| Dicto, red sector - - - - -           | 50  | -  | -  |
| Dicto, temporary light - - - - -      | 150 | -  | -  |
| Carriage and erection - - - - -       | 50  | -  | -  |
| Contingencies - - - - -               | 50  | -  | -  |
| £.                                    | 650 | -  | -  |

Six hundred and fifty pounds.

The Secretary,  
Commissioners of Irish Lights.

I remain, &c.  
(signed) John S. Sloane,  
Engineer.

— No. 15. —

(H. 1321.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
1 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 12th ultimo, further on the subject of the marking of the Muglins Rock, in which you state that the estimated expense of carrying into effect the suggestion made in this Board's letter of the 4th September 1876, of marking the rock by a strong sector of light thrown from Kingstown East Lighthouse is £501, and add that the Commissioners are still of opinion that, even if this mode of marking the Muglins by night were adopted, it would still be necessary that a beacon, of the size and description already applied for, should be erected on the rock to mark it by day.

In reply, I am to acquaint you that, so far as marking the rock from the Kingstown East Lighthouse is concerned, the Board of Trade do not propose, looking to the large amount of Mr. Sloane's estimate, to take any further steps at present to carry out that idea.

With regard to the proposed beacon, I am to state that this Board are unable to concur in the recommendations of the Commissioners, and while prepared, as already stated, to sanction an inexpensive beacon for the object originally proposed, must decline, as at present advised, to sanction the erection of so costly a structure as that proposed by the Commissioners.

I am to add that, so far as the records in this office give information, there have been but three vessels reported as stranded on the Muglins Rock since the commencement of 1865.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) T. H. Farrer.

— No. 16. —

(H. 1321.)

Board of Trade to Trinity House.

Board of Trade, Harbour Department,  
Whitehall Gardens, S.W.,  
1 March 1877.

Sir,

REPLYING to my letter of the 6th March 1876, conveying the statutory sanction of this Board to the placing of a beacon on the Muglins Rock, I am directed by the Board of Trade to acquaint you, for the information of the Corporation of Trinity House, that they have received from the Commissioners of Irish Lights a plan of the proposed beacon, together with an estimate which amounts to 200 £.

The Board of Trade, in agreeing to the erection of a beacon, intended merely that a simple and inexpensive mark should be placed on the rock, sufficient to distinguish it from the back-ground, and they have consequently declined to sanction the plan or estimate submitted to them.

The plan in question is herewith enclosed, and I am to request that you will move the Elder Brethren to cause this Board to be informed whether, in originally sanctioning a beacon on this rock, they had it in contemplation that a structure of the character now proposed should be erected in consequence of that sanction.

It is important to observe that the Admiralty chart and sailing directions give Muglins Rock in line with Dalkey Tower as the mark for clearing the south end of Burford Bank, which is distant about three miles from the former, and as it is very improbable that such a mark would be given were it not generally available, and for which purpose it should be seen at a distance of nearly four miles, it must be evident that although it may be desirable to render it more conspicuous when used to clear the Burford Bank; yet a rock which stands 33 feet above high water, and can be used as a sea-mark at this distance, must of itself be sufficiently conspicuous for vessels to avoid it, while there is light to see it, and therefore the plea that an expensive beacon is required to mark it by day would appear to fail to the ground.

Considering, therefore, the purpose for which the application for a small obelisk or beacon was made, the Board of Trade suggested to the Commissioners the whitewashing of the Muglins Rock, or the placing of a disc of white glazed tiles, as an inexpensive expedient; a suggestion which, however, did not satisfy the Irish Lights Commissioners.

I am to request that the plan may be returned with your reply.

I am, &c.  
(signed) T. H. Farrer.

The Secretary, Trinity House.

— No. 17. —

(H. 2059.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,  
6 March 1877.

Sir,

I AM directed to acknowledge the receipt of your letter dated 1st instant, referring to statutory sanction to the placing of a beacon on the Muglins Rock, Dublin Bay, and inquiring whether in giving the same the Elder Brethren had it in contemplation that a structure of the character which the Irish Commissioners have since proposed to the Board of Trade should be erected in consequence of that sanction; and in reply thereto I am to acquaint you that the terms of the proposal from the Irish Board were for "a moderate-sized plain beacon," and that in consenting thereto the Elder Brethren had it in mind to approve some mark which would assist the sailor to pick up the "Muglins," hold it in combination with Dalkey Tower at a distance which would allow it to be used as a clearing mark for Burford Bank.

The

The question of the least expensive way of doing this did not come before them, but it now occurs to them to suggest whether the alternative of a whitening of the rock or of an iron pole with a white disc on it might not be tried as an experiment, which, if successful, would enable the Irish Commissioners to dispense with a costlier structure.

The plan which accompanied your letter is returned herewith.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *Robin Allen.*

— No. 18. —

(H. 2059.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
7 March 1877.

Sir,

REPLYING to Mr. Farrer's letter to you of the 1st instant, respecting the proposed beacon on the Mullins Rock, I am directed by the Board of Trade to transmit to you, for the information of the Commissioners of Irish Lights, copy of a communication which they have received from the Corporation of Trinity House.

The Secretary,  
Commissioners of Irish Lights, Dublin.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 19. —

Commissioners of Irish Lights to Board of Trade.

(H. 2276.)

Irish Lights Office, Westmoreland-street,  
Dublin, 12 March 1877.

Sir,

I AM instructed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 7th instant, enclosing copy of a letter addressed by the Trinity House to the Board of Trade, in further reference to the proposed marking of the Mullins Rock, Dublin Bay, and to acquaint you, for the information of the Board of Trade that, although the Commissioners have carefully considered the letter of the Elder Brethren, the suggestions therein contained do not in any way lead them to alter the opinion they have already expressed upon this subject.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *W. Lees,*  
Secretary.

— No. 20. —

Commissioners of Irish Lights to Board of Trade.

(H. 2277.)

Irish Lights Office, Westmoreland-street,  
Dublin, 12 March 1877.

Sir,

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 1st instant, in reference to the marking of the Mullins Rock.

Muellus Rock, and stating, that looking to the large amount of Mr. Sloane's estimate, the Board of Trade do not propose to take any further steps at present in marking the rock from Kingstown East Lighthouse, but are still prepared to sanction an inexpensive beacon for the object originally proposed.

In reply I am directed to forward herewith copy of a report by the Inspector of Lights on a perusal of the entire correspondence which has taken place on this subject, and which has been approved by the Board; and to state, that as the Commissioners of Irish Lights do not consider that any beacon of less dimensions than those suggested in my letter of the 11th May 1876 would meet the requirements of the case, they feel that the marking of the Mullins must remain in abeyance, and in the event of further casualties occurring through the want of a proper distinguishing mark on the rock, the entire responsibility must rest with the Board of Trade.

In conclusion, I am to request that you will call the attention of the Board of Trade to the statement made in the Inspector's report regarding the height of the Mullins, by which it will be observed that the highest point of the rock is but 18 feet above high water springs, and not 30 feet, as stated in your letter of the 4th September last.

I am, &c.  
(signed) *W. Lees*,  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 20.

Sir,

Irish Lights Office, Dublin, 5 March 1877.

In compliance with Board's order, dated 2nd instant, I have gone through the whole correspondence again with reference to the better marking of the Mullins Rock, commencing February 1873, and continuing at intervals up to the receipt of the Board of Trade's letter, dated 1st instant.

I am of opinion that the best means of marking this danger would be by placing a light on it, but as this is considered too expensive an undertaking, I think that the Board of Trade's proposal, in their letter of the 4th September last, as to throwing a red light from outside the Mullins to the land from the Kingstown East Lighthouse, and in which suggestion I concurred (vide my reports, dated 10th January and 1st February, and which was also recommended by the Commissioners in their letter of the 12th ultimo), is a very good substitute, provided it is efficiently done, which apparently would entail a cost of 650*l.*, an expenditure that the Board of Trade are seemingly unwilling to sanction. With regard to the beacon that it has been proposed to erect, I am still of opinion that it is necessary. As to size, the Board of Trade are seemingly under the impression that these rocks are 30 feet above high water spring tides, whereas the highest point of them is only 18 feet above high water.

I consider the one of the dimensions the Commissioners have decided on, 28 feet high and 12 feet diameter at the base, is as small as would be useful; as I may here observe that though the erection of a small beacon was again brought under the Commissioners' notice by Sir Walter Tait, when in command of the Reserve Squadron, for the purpose of readily defining the marks for clearing the Bedford Bank; this has not been the only object contemplated in erecting this beacon, as it is considered desirable also for vessels coming up from the southward (inside the banks) in thick weather, to enable them to make it out when the rocks might not be seen; and this is not my own opinion only, but that of others whom I have consulted with, whose opinion and actual experience on this subject is worth consideration.

I am aware that a makeshift red light could be thrown over the Mullins, with the present arrangement of light, by putting a small lightbox out on the balcony of the tower of Kingstown East Lighthouse, but such an arrangement would not really be efficient in thick weather, and therefore scarcely in keeping with the other lighthouse establishments around the coast of Ireland.

The Secretary,  
Commissioners of Irish Lights.

I remain, &c.  
(signed) *Gen. Digby Murray*,  
Inspector of Lights.



— No. 21. —

## Board of Trade to Commissioners of Irish Lights.

(H. 2277.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
20 March 1877.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letters of the 12th instant further on the subject of the marking of the Muglins Rock.

In the first place I am to state that the Board at once admit the accuracy of Captain Moenan's statement as to the height of the rock, and the error into which they have been inadvertently led by confusing the chart of "Dublin Bay, No. 1415" with the chart of "Ireland, Sheet 16 (Wicklow to Dublin), No. 1487," the former of which gives heights above low water and the latter above high water, and also by the fact that usually on Admiralty charts "figures on the land show the height above high water in feet."

The Board are quite content to take the height of the rock as 33 feet above low water, and (allowing for an average rise of 13 feet for a spring tide) as 20 feet above high water, which gives 26½ feet above mean sea level.

On the main question which has been under discussion I am directed to observe that, from a review of the whole correspondence, it appears that three modes of marking this rock have been mentioned either directly or indirectly, viz. :—

- (1) By erecting a lighthouse on the rock.
- (2) By throwing a light on to the rock from Kingstown Pier.
- (3) By erecting a beacon.

With regard to a lighthouse on the rock, the vicinity of Kingstown, Kish, and Howth Buoy Lights has probably prevented the Commissioners from making any proposal, and may probably prevent the Trinity House from sanctioning it; but any proposition when put forward in the ordinary course will receive due consideration.

With regard to a light to be thrown on to the rock from another spot, no proposal has as yet been made by the Commissioners to the Corporation of Trinity House in the usual statutory manner; in the event of the Elder Brethren making such a proposal to this Department the Board of Trade will be prepared to give it attentive consideration.

With regard to a beacon, the Board of Trade have no desire to avoid the responsibility of declining to sanction unnecessary expenditure in erecting a large beacon (which may be of dimensions sufficient to be converted hereafter into a lighthouse tower) when, in the opinion both of their own naval adviser, and also of a Board entirely composed of such experienced practical seamen as the Elder Brethren, a much smaller and less expensive beacon would be sufficient for the purpose of clearing Burford Bank, which was the object originally proposed.

The Board of Trade are the more confirmed in their views on this point by observing that all the three casualties cited in the Return furnished by the Commissioners in their letter of the 19th August 1876, occurred at night, when no beacon could have been of any assistance, and also by the fact that no complaint or request for a beacon, has, so far as this Board have been informed, been made by the Trade who contribute to the Mercantile Marine Fund; the only application being from the Admiral recently in command of the Reserve Squadron of Her Majesty's ships, who do not contribute to that fund.

I am, &amp;c.

(signed) C. Cecil Trevelyan.

The Secretary,  
Commissioners of Irish Lights.

## DUBLIN RAY (MUGGER BOOK).

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COPIES of Circulars issued to the Board of Trade and the Commissioners of Irish Customs or the Government of Trinity House, in reference to the Mugger of a Steamer on the Atlantic Coast, at the London Conference in August 1884.

(By Dublin.)

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Printed by the Office of Customs, 10, St. James's,  
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By

Order 2 no.